

EUGENE CITY GUARD.

L. L. CAMPBELL, Proprietor.

EUGENE CITY, OREGON.

LOGGING CYPRESS.

A PECULIAR LUMBER INDUSTRY IN SOUTHERN SWAMPS.

Negroes Who Girdle and Fell Trees While Standing Waist Deep in Water—Log Trolleys Operated by Powerful Engines Set up in Pools.

Cypress lumber has not made much progress in the markets of this city, but it is difficult to convince a southerner that it is not the coming wood for both interior and exterior construction, and its constantly increasing popularity in the southern states has led to enormous investments in cypress swamp land, logging machinery and mills for working up the logs into planks, moldings, shingles and other building material.

Cypress logging is an amphibious sort of business. The best of the trees grow in so called swamps, which are often merely forests through which the living water courses toward the sea in a thousand channels. It is seldom found on stagnant swamp land, and the best timber grows where clear running water circulates round the roots of the giant trees. There are hundreds of such places in Florida and Louisiana.

Live cypress timber is so heavy that it sinks if felled when green, and consequently the lumbermen have to work from eight months to a year in advance of the cutting to prepare the timber by girdling the trees and thus preventing the circulation of the sap. Thousands of trees are killed thus far in advance of the felling. Girdling is both arduous and dangerous work. It is done by negro choppers who stand often waist deep in water in the haunts of the dreaded moccasin snake, the alligator and the wildest, to say nothing of the swarms of mosquitoes and other equally pestiferous insects. The negroes endure all the hardships for \$1 a day.

On the picturesque Oklawaha river, in Florida, one phase of the cypress lumber industry is seen to the best advantage. This wonderful river is fed by clear, cold springs of tremendous volume, and it winds for many miles through endless acres of moss draped cypress trees. It has hundreds of loops, or branches, which leave it at one point only to return to it at another, between its source and its junction with the St. Johns.

Between the main river and the branches, which are all more or less navigable, is flooded forest land through which the water slowly circulates to the depth of 2 or 3 and sometimes 4 or 5 feet. It is in these flooded tracts that the cypress trees grow to perfection. One company, with headquarters at Palatka and an office at Boston, controls the lumbering on this river. The company bought 300,000 acres of cypress land for 50 cents to \$2 an acre, and several years ago engaged a number of sturdy loggers from Saginaw, Mich., to take charge of the work. It was all new to the Michiganders, but they took hold with aptness and quickly broke in the negroes to the work. Soon the dark recesses of the Oklawaha swamp resounded with the blows of the ax, the shouts of men, and the crashing of the old giants as they broke through the branches of their neighbors and fell with a prodigious splash into the waters of the swamp. Then above all could be heard the rattling, jarring and clanking of the novel logging machinery as it snaked the huge logs from the recesses of the swamp to the swift stream upon which they were rafted to the big river.

A logging camp in this swamp consists of a bunkboat with a kitchen attached and a pullboat. The pullboat contains a powerful hoisting engine, and is secured with its square bow to the bank against a tall and sturdy cypress tree, denuded of branches and decorated with a band of red cloth near the top. Stretching away from an elevated point upon this tree to another similar giant a quarter of a mile back in the swamp is a taut steel cable, from which depends a trolley or carrier attached to an endless steel cable, which winds and unwinds upon the spool of the engine.

Attached to the trolley is a huge pair of sharp pronged tongs capable of spanning a log 5 feet in diameter. Leading away from the boat is a well marked lane traversed by the trolley. Trees are cleared away on each side of the cable to the full extent of its grasp, and the lane terminates only where the end of the trolley line stands. This point reached, the cable is taken down and another lane soon radiates from the pullboat. When five or six lanes have been made, the tract has been pretty well cleared of serviceable trees, and the boat and clamp are moved to a new point.

When a cypress is felled in one of these lanes, it is cross cut in lengths of 12 to 16 feet, and the jaws of the grapple or a bight of chain grip the end lying toward the boat. A whoop from the foreman of the gang notifies the engineer, who blows his whistle and starts the engine. As the conveyor cable tightens, the forward end of the log rises clear of the water and stumps and the other end trails through the water, sending up fountains of spray as it rears over knees and stumps and splashes in the open pools. Sometimes a venturesome negro straddles the log, and, clinging to the chain or grapple, rides out to the houseboat to get his dinner or grind an ax. It is a wild ride, and appears far more thrilling than the spectacle of a tenderfoot upon a bucking broncho.

This, however, is only one of the numerous cypress industries in Florida, and there are many more of the same kind in Louisiana and Alabama, where living watercourses penetrate the cypress swamps. Where there is not good waterway in Louisiana an even more costly plant is used frequently. A sawmill is placed at the edge of a cypress swamp and from the slabs and sawdust of the nearby trees a railroad bed is built out into the swamp, and the place of the pullboat is taken by a heavy flat car, secured to nearby trees with guy ropes, and having on board a powerful pulling engine.—New York Sun.

Couldn't Find It.

"How is it I never see you killing time?" asked an idle person.

"I can't find the time," said the busy man in perfect innocence.—Indianapolis Journal.

A HANDSOME STATEHOUSE.

Minnesota Capitol Building to Be Located at St. Paul.

The Minnesota capitol building, to be located at St. Paul, will cost, according to estimates and specifications submitted by the architect, \$1,270,000. Mr. Gilbert says the cubical contents of the building will be 4,415,000 feet. It is of modern style of architecture, and the awarding committee described it as scholarly, well proportioned and refined. The first elements considered in making the design, says Architect Gilbert, have been the practical ones of economy and good construction. Next, and hardly less important, have been the questions of suitable and convenient arrangement of the interior of the building, giving ample light and ventilation to all its parts and convenient access between those parts of the structure most requiring it, and finally, that it shall express in all its parts as a whole the dignity of its purpose.

"Rooms most used have been located in the first story, and the most important ones, so far as practicable, have been placed on the south front and so grouped as to best accommodate the business of the State officers."

"The House of Representatives, the Senate and the Supreme Court have been placed in the second story, and, being large rooms, extend clear through to the roof, being lighted from the top by ample skylights and side lights in the low domes. The House of Representatives is lighted from three sides by additional windows in the galleries, which light the room without throwing a glare of light in the eyes of its occupants. The House and Senate are located so as to provide an easy and convenient communication between them without passing through public corridors. The public is excluded from these private corridors while the Legislature is in session by means of light bronze paneled screens of ornamental design, with bronze gates. The Supreme Court is located in the east end of the capitol, and, while convenient of access, it is sufficiently secluded from the other parts of the building to prevent undue intrusion. By an arrangement which I believe to be wholly original as to this design, the judges' chambers, the library and the Supreme Court Clerk are placed so as to give convenient access from one to the other without passing into the public corridors, and also giving the public convenient entrance to them."

One hundred thousand volumes can be accommodated in the library of the new capitol. It is placed partly in the second story and partly in the third. The books most used are to be kept in the second story, and the library's rooms will also be located there. Throughout the building the corridors are formed to run as direct as possible, and will be amply lighted and ventilated. Marble and tile floors, with a handsome finish on the walls and ceiling, will prevail. The grand stair halls in each wing give the interior an air of grandeur and amplitude. They are open from the rotunda, which is to be handsomely ornamented. There were forty designs submitted in the competition for this capitol building.

The Touroh Prison.

The chief prison in Egypt for male hard labor convicts is at Touroh, about eight miles south of Cairo, where the adjacent quarries, which once furnished limestone to the builders of the great pyramids, supply unlimited scope for labor six days a week. There are nine hundred and fifty convicts, and though one hundred of them are "lifers," there are others whose term is only for six months. Strict discipline is maintained by sixty-five warders, who are unarmed and do not carry even a stick or whip; but by night there are nine sentries and by day there are four, who patrol the roof and the outside of the prison, and who know how to use their loaded rifles with deadly aim. These sentries are blacks from the equatorial provinces, and have prevented more than one attempted escape. Nearly all the convicts are natives of Egypt, the blacks only supplying five per cent and the Nubians averaging only two per thousand. Any extra bad characters among the convicts, such as the ringleaders of attempted revolt or escape, are locked up at night in solitary cells to lessen their chances of contaminating their fellows.

As a whole, the convicts are by no means of a ruffianly type, and their physiognomies are very like those of the ordinary peasant. In this country, where crime is at such a minimum and where even the lunatics are as quiet as sheep, it is not too much to hope that education and improved environment may one day do much to improve the lot of the townfolk, from whom the convicts are mostly drawn. The "ticket-of-leave" system has not yet been introduced into Egypt, and would certainly be worth a trial, for at present there is very little incentive to well-conducted convicts to lead a peaceful, hard-working life within the prison bounds. Every visitor cannot fail to be struck with the very healthy, well-fed appearance of the prisoners, and on inquiry I was told that there were only fourteen on the sick list.

Old Man as a Dog.

James Payn, the London writer, tells a reasonable story. He says a young man was paying his attentions to a beautiful object, contrary to the wishes of her father, "a man of thews and sinews," and one day the latter kicked the lover violently into the street. In a day or two (after recovery) the rejected suitor, apparently not one whit discouraged, called at the house once more. "What, again!" exclaimed the father, putting on his well-soled boots for action.

"No, sir," cried the young man, "I have given up all hope of winning your daughter; but in consequence of that astounding kick you gave me the other day I have been requested, on the strength of my earnest recommendation to the committee, to ask you to join our football club."

"There are 14 varieties of apes in Venezuela," he said after a long silence. "And only one variety here," she responded sadly. And again the silence settled upon them.—Detroit Free Press.

WHEN VIRTUE LOST.

A STORY TO PROVE THAT RIGHT DOES NOT ALWAYS COME UPPERMOST.

A Remarkable Tale of Love and Tragedy in a Southern Town—The Fatal Work of Two Bullets Fired by Enraged Rivals The End of a Foolish Girl.

A Star reporter was one of a group in a hotel lobby the other evening and a New York drummer had just finished a story on the old line of virtue triumphing and the villain of the plot getting his just dues this side of the hot place, when a Kentucky congressman took the floor.

"That sort of thing," he said, "is well enough in books and on the stage and I am willing to agree that it happens in actual life, but not always. Let me cite an instance to the contrary."

There being no objection to the citation, the Kentuckian, after casting his eye over the company, proceeded:

"Years ago, in a southern town," he said, "there lived a pretty girl with a lot of money—a combination no man can deny the power of—and she had sweethearts galore, but two of her devotees, one quite a reputable man and the other quite as disreputable, and after her more for her money than herself, led all the rest, and both of them were very men and quick on the trigger. Any sensible person would have thought that the girl would have decided very early as to whom she was to be, but she was a fool, and she knew it, and she knew that women don't do that way in matters of the heart."

"I will say for her, though, that her preferences were for the decent man and he stood the best chance of winning among all of the contestants. His disreputable rival, however, received more or less encouragement and he was making a lottery ticket or playing the races. You put in a little and get out a lot of something. I always read those articles in the housekeeping papers that tell how you can make a walnut sideboard out of a pine piano box and cozy corners out of last year's chicken coops and catchalls that fill all bedchambers with envy out of your old overshoes."

"Yes," agreed said she in the picture hat. "I think those descriptions are perfectly fascinating, and I mean to try some of them when I get a little money ahead. Think of being able to take a lot of old packing cases and by means of a lot of plush and gilding and ornamental tacks being able to transform them into chairs and bookcases that nobody but your best enemy could tell from empire furniture."

"Don't you believe it," said the old maid. "I've tried it. I saved up my broom handles once to make a gypsy table that was described as making an ideal tea table. I put 47 different coats of stain on those broomsticks in an effort to persuade them to become chairs. Then I hired a carpenter, who worked two days trying to fit the broomsticks into a chessboard top so the thing would stand up. I bought wadding to pad the top, and felt to cover it, and fringe to go around it, and ornamental nails to hold it on. When it was done, I had spent three times what a good table would have cost at a shop, but I had a righteous glow of having economized that was worth any money."

The woman in the tailor frock laughed. "Ah, my dear," she said, "we have to pay for everything in this world that is worth having—even economy!"—Philadelphia Press.

A NEW ARMORY.

How St. Louis Will Accommodate the National Republican Convention.

St. Louis will have a magnificent armory if the efforts of a number of public spirited citizens meet with success. The proposed structure will be erected on the northwest corner of Twelfth street and Clark avenue, and its estimated cost will be between \$100,000 and \$200,000. The proposed site is just south of the new city hall, and consists of the vacant portion of the old Washington park. An ordinance will be introduced in a few days authorizing the erection of an armory on the ground.

The movement to secure permanent quarters for the national guard may also be instrumental in providing a suitable auditorium for the Republican national convention. The feasibility of making alterations in the exposition building has been questioned, and the idea of building a large temporary wigwam instead of making the alterations has been discussed. This would mean the expenditure of between \$30,000 and \$50,000. Those interested in the movement to build an armory assert that with this as a nucleus the rest of the necessary funds ought to be secured with little effort. They further assert that if work shall be begun on the structure in a short time it will be very easy to build up the drill hall complete and to finish every part of the building by June 1 to give every facility required to the delegates and committees for holding the Republican national convention in that building.—St. Louis Globe-Democrat.

FUN IN ECONOMY.

One Woman Thinks It Is a Fascinating Sport, but Not Successful.

"Oh, but economy is a fascinating theory," exclaimed the woman in a tailor frock. "It's almost as exciting as a lottery ticket or playing the races. You put in a little and get out a lot of something. I always read those articles in the housekeeping papers that tell how you can make a walnut sideboard out of a pine piano box and cozy corners out of last year's chicken coops and catchalls that fill all bedchambers with envy out of your old overshoes."

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LONDON OMNIBUSES.

Interesting Statistics of Transportation in the English Capital.

Some interesting details have appeared in a report on the omnibus and tram car service of London. The tramways, which correspond to our car lines, are all of 4 feet 8 1/2 inches gauge except two lines, which are only 3 feet 6 inches. There are in the city 71 distinct routes, of which 58 are in use. The mileage of the worked lines is given as 849. The average speed of a London tram is 5.48 miles per hour. The average tram fare is 67-100ths of a penny (2 cents) per mile. The average omnibus fare is 92-100ths of a penny per mile.

There are 879 cars on the lines, which among them run 17,150 single journeys during their day's work, which lasts on the average 16 hours and 44 minutes. The omnibuses are more than twice as many. There are 2,130 of them, and these run 35,000 single journeys in the course of a day that averages 15 hours and 32 minutes. There are 12 London tram companies. In the course of a year their cars run 22,787,000 miles and carry 225,263,000 passengers. The London omnibuses run 49,758,000 miles a year and carry 326,000,000 passengers.

To work its tram cars London requires 10,092 horses; to work its omnibuses it has 25,578. A summary of these figures shows that there are 3,229 vehicles employed, worked by 55,665 horses, traveling 72,500,000 miles and carrying 551,345,000 passengers in a year. It is calculated that each of the 500 omnibuses which pass the Mansion House in an hour will travel 64 miles a day, carrying 420 passengers as its day's work and earning 3s. 6d. during each of its 15 journeys.—St. Louis Globe-Democrat.

Lessons For Schoolboys.

There is no question that our forefathers supposed that benefit might be derived from causing schoolboys to be spectators of the hanging of criminals. Sir Walter Scott had borne testimony to this custom being not unknown in Scotland. In "The Heart of Midlothian" Mr. Sadler is represented as saying:

"I promised to ask a half play day to the schools, so that the bairns might gang and see the hanging, which means but having a pleasing effect on their young minds, seeing there is no knowing what they may come to themselves."

Sir Walter would not, we may assume, have written the above had he not known that such things had actually taken place.—Notes and Queries.

Natural Resentment.

"Little boy," asked the sympathizing lady, "why do you cry so?"

"Is there anything in the manner of my expressing my grief, madam," replied the Boston boy, "that strikes you as being out or inappropriate? Boo-hoo! Boo-hoo!"—Chicago Tribune.

She Knew It.

Mr. Snags—From what I have seen of your friend Mrs. Northside I have concluded that she is a temperance.

Mrs. Snags—Oh, I know that very well. I have often seen her temper rise.—Pittsburg Chronicle.

MUNITIONS OF WAR.

MADE AT THE ROCK ISLAND ARSENAL.

Gigantic Shops for the Manufacture of War's Engineers—Picturesque Surroundings of the Depository of Munitions.

Equipment for an Army.

If ever again it is decided by the United States Government to unleash the dogs of war Rock Island will at once become a pivotal point of importance greater international importance than any other spot of land of equal size in this country. Not the city of that name, but the island itself, the

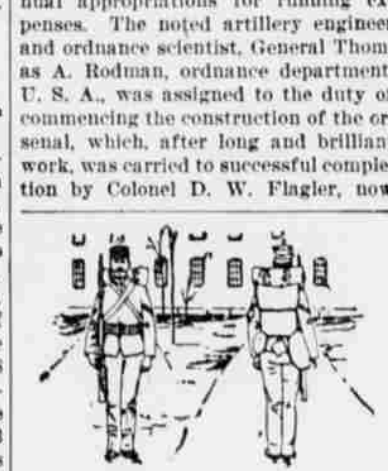


CAVALRY SOLDIER EQUIPMENT.

site of the largest arsenal belonging to this government. Rock Island is in the Mississippi River, about 300 miles above St. Louis and ten miles below Galena. It is nearly three miles in length and varies in width from one-fourth to three-fourths of a mile, and contains above low-water mark, 970 acres. Lengthwise the island lies nearly east and west, such being the course of the river at this point. The civil war early showed the need of a great armory and arsenal in the Mississippi Valley where the legions of the Western States could be rapidly armed and equipped for war.

Rising well out of the bosom of the broad father of waters, among the high surrounding hills on which the cities of Davenport, Moline and Rock Island are built, with an immense water power right at hand, situated so far inland as to be secure from an enemy's attack, affording that seclusion so necessary for the prosecution of work of a warlike character and possessing fine rail and water communication, the island of Rock Island would seem marked out by nature as the ideal spot for the greatest United States armory and arsenal.

The United States acquired its title to the island through a treaty which was made with William Henry Harrison, Governor and superintendent of Indian affairs for the Indian territory and district of Louisiana, with certain chiefs of the Sac and Fox tribes of Indians at St. Louis in November, 1804. Black Hawk, the famous Indian hero of the Black Hawk war, was the principal chief of the Sacs, and did not sign the treaty, but always held that it was not binding. Congress in 1802 made the first appropriation for the construction of the arsenal, which has been followed since by some \$12,000,000 for government improvements, besides annual appropriations for running expenses. The noted artillery engineer and ordnance scientist, General Thomas A. Rodman, ordnance department, U. S. A., was assigned to the duty of commencing the construction of the arsenal, which, after long and brilliant work, was carried to successful completion by Colonel D. W. Flagler, now



INFANTRY SOLDIER EQUIPMENT.

brigadier general and chief of ordnance. General Rodman died at his quarters at the arsenal June 7, 1871.

Great Military Plant.

This great military plant consists of ten immense fireproof stone shops of U-shape, with a system of dams giving over 3,000 horse power, and the necessary storehouses, magazines, laboratories, barracks and quarters, situated near the center of the island. Five of these great shops, placed in a row, each of which cost nearly \$500,000, are intended as an armory for the manufacture of small arms, such as rifles and carbines and cartridges, and the remaining five shops, in another row on the opposite side of the handsome, tree-embowered avenue, facing the first row, are intended as an arsenal for the construction of ordnance and ordnance stores. When in full operation equipped with all the necessary machinery, the arsenal shops would employ some 20,000 workmen, with twenty line officers and 200 ordnance soldiers as guard. Under these circumstances the capacity of the arsenal and the armory would be the full armament and equipment for a regiment of cavalry or of infantry, some 1,200 strong, each working day.

The departments fully equipped and running at present comprise the machine, carpenter, leather, paint, gun, carriage and forge shops, the foundry and rolling mill employing about 400 men, with a monthly pay roll of nearly \$300,000. The administration of the government shops at all the arsenals is excellent, and the relations between employer and employed would form an excellent model for many of the large manufacturing establishments of the present day. It is steady work, good wages and certain pay, just treatment, clean and roomy shops.

The Present Output.

The arsenal to-day is engaged in the manufacture and supply of ordnance stores for the regular army, the national guard, the military colleges, and partly for the marine corps, United States navy, and the naval reserves, a total force of over 150,000 men. The main part of the work consists in the construction of siege gun carriages, siege howitzer carriages, fixed gun carriages, with limbers, caissons and batteries.

A GREAT DISCOVERY.

DR. YOSHIMATSU, A JAPANESE PHYSICIAN, HAS A CANCER CURE.

Overcomes the Dread Disease by Powerful Injections of Carbolic Acid—Famous American to Open a Hospital for the Application of His Remedy.

The New York Journal publishes the following interesting letter from its representative at Tokyo:

The widely discussed discovery of positive and almost immediate cancer and every variety of cancer growth is an issue causing enormous interest in scientific circles here at present.

The discoverer, Dr. Yoshimatsu, a native physician, and his experience at the Oiso hospital have been carried out under the direct supervision of imperial government.

Arrangements have been completed with the higher educational department of Japan to go to the United States in advance of Dr. Yoshimatsu and arrange for the opening of a hospital to be called the Yoshimatsu hospital.

The Japanese government has every effort to prevent a premature announcement until the efficiency of the remedy can be established. It was with much difficulty that I succeeded in ascertaining the following facts:

The remedy consists in frequent injections of a powerful solution of carbolic acid directly into the cancer growth. The most salient point in treatment lies in Dr. Yoshimatsu's successful employment of a carbolic solution so strong that under ordinary circumstances it would cause death at least destroy the healthy as well as the diseased tissues.

This discovery has nothing in common with the recently announced one obtained by Dr. Kitano, the famous Japanese bacteriologist, with injections for treatment of cholera, diphtheria, as fully announced by the press.

The number of convalescents from Oiso hospital, many of whom have sufficient evidence of the great value of this discovery.

Immediately on receipt of the Journal I interviewed some of the eminent pathologists and cancer specialists of New York for the purpose of verifying the information.

Dr. Paul Gibier, director of the New York Institute, showed a deep interest in the news. In answer to the question "Have injections of carbolic acid been previously used in the treatment of cancer?" he said:

"Yes, and with a fair degree of success. It is now some 25 years ago that a French physician, by the name of Delat, published a report on a series of cases he claimed to have successfully treated with this remedy. Unfortunately the investigations in this line aroused much enthusiasm, and were due to the fact that Delat was an assuming pharmacist, of little or no medical knowledge, who had only taken a diploma of medicine and secured a license after having been a druggist for a long time. Had the same report come from the chief of one of our great hospitals, it would have received, without doubt, far more serious consideration. It is not, therefore, to be regarded as a new discovery."

"Personally, Dr. Gibier, what do you think of the reported effect of treatment?"

"That is a difficult question to answer for it is an undeniable fact that there are many remedies which will actually effect an apparent speedy cure in this dreadful disease. Cancer is a local growth, and the larger or smaller are sensitive to the most trifling influence, and decompose under the direct force of a number of the active drugs that are the healthy tissues, and the other hand, those cancers which are next to the healthy tissues, and are ingested by their nutriment from them are hardy, and any drug which will destroy their nutriment is likely to destroy the healthy tissues, and—in a word—kill the patient."

"Has your experience taught you such results?"

"Yes. I have in mind the serum treatment—teratopy. Nearly three years ago I sent a sealed communication on this subject to the Academy of Sciences. The cases treated improved to a marked degree that they almost seemed to cure, but their subsequent behavior proved the questionable value of this most promising method of treatment."

"Do you then regard cancer as incurable?"

"No, not for all time to come, but I firmly believe that we are on the threshold of a great discovery that will remove this deadly curse from mankind, but it will be some serum the action of which will be both prompt and lasting."

Dr. Gibier spoke in the highest terms of Dr. Yoshimatsu and said that his report coming from him would be received with great interest by the medical profession.

"I have heard something of Dr. Yoshimatsu's treatment of cancer by injections, but nothing regarding the details. I would treat any reports of this eminent physician with the respect as those coming from Berlin, Paris. I have never used injections of carbolic acid solutions in this hospital, but I would like to see a test."

I thought to hear that Dr. Yoshimatsu was coming to America."

Dr. Hermann Boldt, the renowned cancer specialist and surgeon at the Mark's and Beth Israel hospitals, said: "I believe that Dr. Yoshimatsu's discovery will prove a palliative, but not a complete cure."

Two years ago the state of New York appointed a board of examiners, to whom all graduates of medical schools pass an examination for a license to practice in the state. This year the published comparative standing of all the colleges of the state. The students of the Woman's Medical College of the New York Infirmary were found to have taken the highest average. So in the present, the women students lead the results of the examinations of the state board. Henceforth the progress of this woman's medical college will truthfully say that their college is the state.